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thought that the condition could be improved only if the seaports of the State were developed. He pointed out the cheapness of transport by sea as compared with any other means, including the Railway. The Member proposed that a Committee, with the Excise Commissioner as President and the representatives of the trading interests of the various taluks of the State as Members, should be formed. The Committee should visit all the seaports and other trading centres, invite the opinion of the traders of those places, and propose measures for the improvement of the seaports for the consideration of the Government. He requested that the Government might be pleased to take early action in the matter.

Dewan's reply.—Noted.

26. The necessity for a pier at Colachel.

Mr. R. Taylor (Member, T. I. C., Colachel) thanked the Government, on behalf of his Committee, for the institution of a Town Improvement Committee at Colachel. He said that Colachel was now the next sea-port of importance to Alleppey in the State and was historically the safe port on the Travancore coast known to the Dutch and the Danish mariners. In the old days of the Scottish India Coffee Company, there existed a pier at Colachel, which was constructed of palmyra logs bolted together and secured to the rocks opposite the port, which formed almost a perfect natural break-water. He said that he was alive to the fact that the trade of the port would not warrant anything very elaborate in the pier line. All that he would suggest was a small pier of timber or iron to enable the people to load and unload their boats beyond the surf. All the boats had now to twice negotiate the surf on every trip to a vessel, and merchandise suffered owing to wettage. A small pier of about 80 yards out to the sea from the high water mark would, in the opinion of the Member, obviate the present difficulty in all weathers and it might even be constructed of timber. An almost perfect natural break-water of rocks now existed, and it could easily be perfected by filling in the small intervening spaces between the existing rocks of reef. The depth of water at those points varied from a few feet to 19 ft at the deepest part and there was ample material in the immediate vicinity for the manufacture of the necessary concrete blocks to fill up the gaps. There would be a depth of 12 feet to 14 feet at the pier-head, which would be ample for all practical purposes, and boats and larger crafts could load and unload alongside the pier. The project did not present any great difficulties to the lay eye.

From an examination of the statistics for the past four years, the Member concluded that an income of Rs. 1,708 would go to the Government annually, and calculating at 3 per cent, a capital of Rs. 57,000 was indicated. That sum would, in his opinion, go a long way to complete the project, or, at any rate, to fill in the reef and erect a shorter pier or even jetty to start with. With the increased export of monazite sand, the yearly average of traffic at the Colachel port was not likely to decrease. He therefore argued that the scheme was not financially unsound. Further, there was a considerable export trade in dried fish to Ceylon from the fishing villages of the Colachel coast. All that was now being carted to Tuticorin for shipment, as the Colachel port could not ship the fish without

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getting wet. If a small pier existed at Colachel, a good deal of dried fish could be exported by schooner or steamer. During the south-west monsoon, it was possible even now to launch boats and work steamers owing to the partial protection afforded by the reef of rocks. In conclusion, he hoped that a great deal of the South Travancore traffic, which was now diverted to other ports, would gravitate to Colachel if conditions were more favourable. He therefore requested that the Government might be pleased to complete the works in the port of Colachel which nature had commenced and give it a pier.

Dewan's reply.—The matter will be enquired into.

27. The necessity for a sea patrol at Alleppey for protecting goods while being taken to and from steamers.

Mr. N. P. Narielwalla (Member, Trading Classes, Alleppey) said that the number of sea boats that were actually working in the sea at Alleppey was very limited—not more than two dozens at present—and with that small number, which was worked by manual labour, the merchants of Alleppey were not able to meet the demands of the steamers going to the port. They had generally to make two, and, at times when the stay of the steamer at the port was limited to one day, three trips to them. The last trip would be very late in the evening when the sea was rough, and the boatmen occasionally brought news that the boat was somehow or other upset and the consignment lost. The Member was of opinion that it was not always the case. The boatmen really threw the articles into the sea to be picked up by the fishing boats. As the merchants had only a limited number of fishermen, whose services could be utilized as boatmen, they could not but take the explanation of the boatmen as true. Similarly, in the case of goods taken from the steamers, thefts were regularly taking place, and the agents of steamers did not compensate them for their loss. As a result of such hardships, export goods were often shipped at Cochin and the import goods landed also at Cochin to the detriment of the income of the port of Alleppey. The Member therefore prayed that the Government might be pleased to give the port of Alleppey a sea patrol, with the aid, if possible, of a motor-boat, and also to adopt some measures to prevent the fishing boats from approaching steamers and other vessels when they were within port limits. It would be a great advantage if the motor-boat could be such as could tow lighters also. He further requested that the export of goods by the port of Cochin should be checked by imposing a heavy duty on such articles at Arookutty.

Dewan's reply.—The matter will be enquired into.

28. The godown accommodation for the trading classes at Alleppey.

Mr. N. P. Narielwalla (Member, Trading Classes, Alleppey) said that there were nine godowns at present, including the two recently constructed. At the regular shipping season, the export traders were put to inconvenience for want of space to keep their goods. The import of paddy or rice began in January, or practically when the export season also began. The imported grains, which were non-dutiable, occupied the closed godowns, and the export goods, which were dutiable, had therefore to be kept in the open godowns. In the open godowns, the rent was higher, and they had besides to pay the cost of watching the goods kept therein. The export merchants who had to pay duty were further put to the difficulty of additional expenses, whereas the grain importers

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